

## Honolulu High Capacity Transit Corridor Project

## Meeting Minutes

**Date of Meeting:** Thursday October 20, 2005, 3:30 p.m. – 5:00 p.m. **Location:** Municipal Bldg, 7<sup>th</sup> Floor Conference Room, 650 S. King Street

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**Subject:** Introduction and Project Overview Meeting with DPP

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**Attendees:** Faith Miyamoto, Department of Transportation Services; Dave Tanoue, Bob Sumitomo, and Bob Stanfield, Department of Planning and Permitting; Dick Page, Bryan Porter, Clyde Shimizu, Lawrence Spurgeon and Jennifer Russell, Parsons Brinckerhoff

Additional DPP attendees: Randy Hara, Steve Young, Patrick Seguirant

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**Summary:**

- Dick gave overview of project and how we hope to work closely with DPP.
- Bob Sumitomo and Bob Stanfield recommended moving scoping meetings from mid-Dec to early December or January.
- Kath Sokugawa reinforced this saying people start vacation and may not be available.
- Recommended that the web site contain dynamic information and published meeting notes, so even if people can't attend the meetings, they feel informed.
- Alignment Discussion (by Section)

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**Actions Required:**

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**Distribution** Meeting participants **By:** Jennifer Russell

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R. Page,

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## **Section 1 –**

HCDA Kalaeloa Master Plan shows continuance of North South Road all the way makai to connect to Saratoga Road.

- Kalaeloa master developers think Saratoga road will be the main access road into Kalaeloa rather than Renton Road. The plan has Saratoga following all the way to Kalaeloa road.
- Kalaeloa master planner are prepared to offer land west of Saratoga as a transit terminal.

If we want to promote growth with the location of rail alignment, then using Renton road and Fort Weaver Roads would not do that. Those roads are almost already built up and an alignment there would not promote growth as much as one along Saratoga or Kapolei to North-South Road.

The Ewa development plan calls for town centers at the corners of North South Road and Kapolei Parkway and North South Road and Farrington Highway (DR Horton Schuler has already planned for mauka of Farrington between N-S Road and Kunia as town center). As far as planning and developer activity has gone Farrington and North South Roads will be the hot areas for development for the next 10 – 15 years.

There is so high potential for development mauka of Farrington. A developer (DR Horton) has already purchased a large portion of that area. See plans for town center there.

DPP is considering preserving the area between Makakilo and Kunia as AG-1.

Density along Fort Weaver is not high enough to support typical high capacity transit – too low density residential. Stanfield says take Ft. Weaver off. Randy (?) says keep it in – for political considerations. People are always complaining about the traffic along that road and the current population will demand that it be kept as an alternative.

Sumitomo says – take Renton Road out! Community is requesting pedestrian paths and it's a current utility corridor. Also, Pearl Harbor historic trail follows the OR&L right of way and some people are looking to preserve and restore it.

“people” are looking to do commercial development by the Advertiser plant. Using this area as a maintenance area may be touchy given this fact.

Campbell (look at EA EIS) wants a piece of West Kapolei for urban development. DPP told them to look at making it a TOD area zoned for mixed use.

Kapolei parkway has lots of opportunities for TOD development. But, its moving to suburban subdivision density. Need to work on that. Currently, Mehana project in Kapolei (A-1 low rise apartment).

How does DPP define TOD? Mid-rise buildings with retail on the first floor with ¼ mile. – specifically density of 16-20 units per acre.

Maybe an RPF should be posted for development in conjunction with station development. This way developers can bring to life the TOD concept and entice others to do the same.

## **Section 2-**

H-1 – no TOD opportunities. Mauka of Farrington shopping, makai warehouses.

Depot road may be a good location for station. IT is the current convergence of leeward bus routes and there are revitalization efforts for Old Waipahu (golf course, soccer fields) and an open market place (federally funding) Festival Marketplace. There is also a YMCA nearby.

The Ewa Transportation coalition wants a spur to central Oahu.

Should make Park and Rides bus transfer points too.

## **Section 3 –**

H-1 is good here because it minimizes right of way taking through this area. The visual impact is negative because H-1 would have to be decked.

Need to interface buses with stations.

Aiea/Pearl City plan includes 3 proposed station locations. Gary Okina (council member) may be good to talk to... he's a rail proponent.

Station locations:

- Waimano Home Road
- Best Buy
- Stadium

## **Section 4 –**

For picking up people, Salt Lake is good. But, for dropping off to employment centers, Kam is much better.

We need to service the entrance to Pearl Harbor and Hickam AFB.

## **Section 5 –**

N. King has lots of smaller businesses. They are working on a King Street Heritage Corridor for revitalization.

Dillingham has some shopping centers that are “ready to be turned into other stuff.” HCC area may have room for redevelopment – some older businesses may be ready to be redeveloped kokohead of Kapalama (?) Stream.

The new college town planned around HCC may offer opportunities for TOD.

Kalihi/Palama action plan talks about redevelopment. This plan picked Dillingham to use as Rapid transit to this community.

#### **Section 6**

HCDA – in previous BRT study- was trying to help Kakaako. We need to ask them how we can work together for that.

Aloha tower wants the route to go along Nimitz.

??? - Halekauwila is the mauka edge of Kam schools area. Queen street diamond head of Ward belongs to ????

#### **Section 7**

No significant comment

#### **Section 8**

Kakaako and other redevelopment draws the route makai.

King street is well served by bus routes – may not need high capacity transit.

#### **Other notes:**

All community plans are on DPP web site except Kalihi/Palama

DPP web site also has hot link to Zoning changes!